NOVEMBER 1954

FIREMEN

FIFTY-NINTH YEAR · NATIONAL FIRE PROTECTION ASSOCIATION

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New Training Center at Rochester, New York

(See Page 6)

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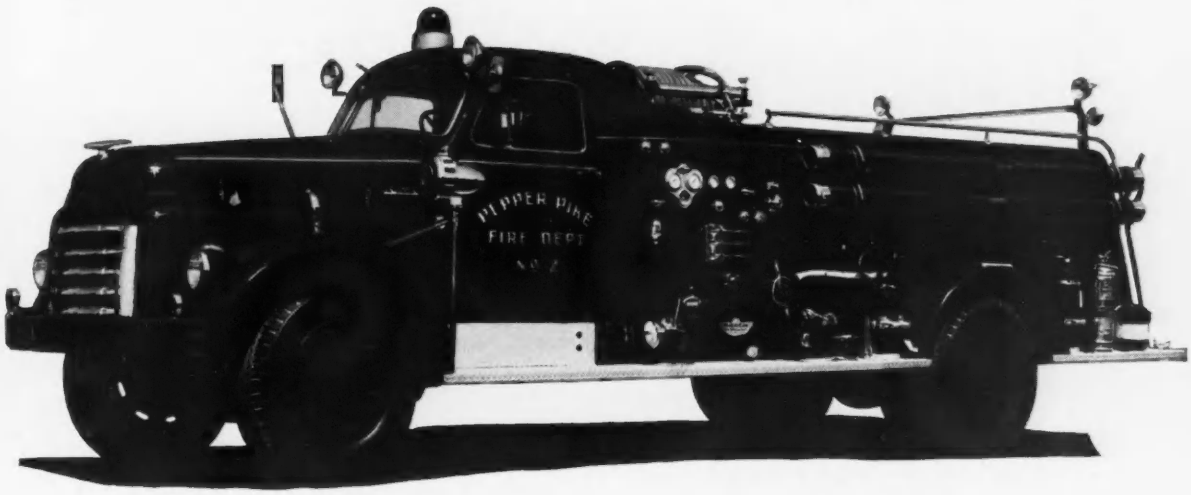

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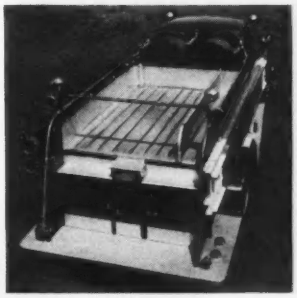

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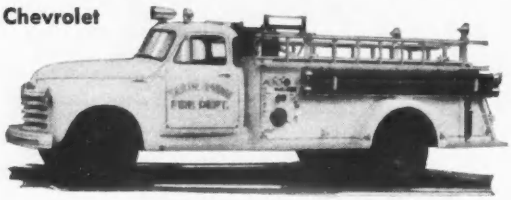

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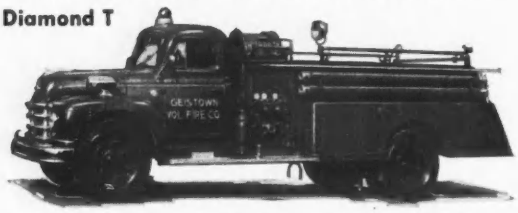

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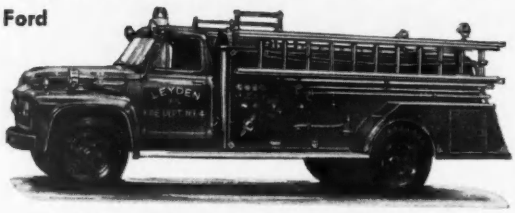

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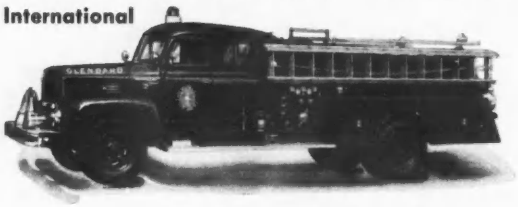

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Firemen

Volume 21 Number 11

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Use Your Breath, Man

It's getting so that the "smoke eater" hardly deceives anybody. Evidence of this showed in the cynical comment of a citizen who recently watched members of a city fire department attack a small, but smoky fire in a mercantile establishment. A number of the fire fighters had entered the building without their gas masks, only to return to their apparatus, choking from smoke inhalation. The citizen's comment went something like this: "Lookit them! They got masks on the truck and they don't use them! Whatta bunch of actors!"

The implication in his remark was that the fire fighters not only were violating a fundamental rule of self-protection, but that the smoky conditions were not as bad as the "acting" indicated. Other watchers in the crowd embellished the comment.

To avoid such public reaction in the future the fire department has two courses of action. Either all masks should be stored where the public cannot see them and be reminded of the money which was spent to purchase them; or else all fire fighters should have the masks ready for quick use (such as in Miami, Florida, and Washington, D. C., where gas masks and containers are sewed to the bunker coats), and wear them whenever they enter a building involved by fire.

Regardless of the limitations resulting from working in a mask, in most cases, wearing a mask provides air for breathing which is more comfortable than a stifling inhalation of smoke and gases. With proper breathing equipment today's fire fighters can secure reliable protection. At times visibility may be impaired, but at least the wearer can keep his eyes open. (Even the toughest smoke eater has to squint and blink when irritating smoke causes his eyes to smart and water.)

The discipline of mask wearing can only be effective if junior and senior officers, both in training and fire combat, set the pace for their men by being the first to don masks. From a public relations point of view, mask wearing not only makes fire fighting easier and more reliable, but it makes the job look more professional. As evident in the remark quoted at the beginning of this article, the public may have little sympathy or respect for fire fighters who have good breathing equipment and don't use it.

Franklin H. Wentworth

1866 — 1954

Franklin Wentworth, retired Managing Director of the National Fire Protection Association, died on October 4, 1954, in New York. In August Mr. Wentworth planned to visit his daughter in Egypt and to stop off in Boston on his way back to his home in Redondo Beach, California. He was taken ill in Barcelona enroute and was flown to New York. He leaves Mrs. Wentworth, a daughter and four sons.

Mr. Wentworth was born in Chicago and attended the public schools there. He was an electrical inspector for the Western (Insurance) Union and was associated with William Merrill at the time of the founding of Underwriters' Laboratories. Mr. Merrill persuaded Mr. Wentworth to become the first paid secretary of NFPA and editor of the *Quarterly* in 1909. Mr. Wentworth came to Boston and set up the first permanent headquarters of NFPA at 87 Milk Street. For many years he also represented the Underwriters' Laboratories in New England. From 1909 until his retirement as Managing Director of NFPA in 1939, Mr. Wentworth devoted his life to the building of our Association. Upon retirement he moved to California. His last appearance before an NFPA gathering was at the NFPA regional conference in Los Angeles in 1951.

Many of our members will remember Mr. Wentworth best for his remarkably effective writing and speaking ability and for his crusading zeal for the cause of fire protection and prevention. His many contributions to the Association will long be remembered.

Nation's Most Modern Municipal Fire and Police Academy Dedicated at Rochester, New York

THE City of Rochester and Monroe County, New York, opened Fire Prevention Week with a 3-day program for dedicating the Rochester Fire and Police Academy. The Academy facilities, which are the most complete and modern enjoyed by any municipality at present, occupy six acres of land along the Genesee River near the Rochester airport. The site, originally the Town of Chili in Monroe County, was recently annexed to the city. However, the fire training facilities at the Academy are available to the 60 volunteer fire companies of the County on evenings and weekends, when not used by the Rochester Fire Department.

The development of this million-dollar property was a result of the untiring efforts by General Kenneth C. Townson, Rochester Commissioner of Safety. The large administration building is devoted to repair, paint and apparatus test shops. On the second floor are administrative offices for the repair division of the fire department and the training officers of the fire and police departments. There is also an office for the deputy chief in charge of the County Training Program. The second floor also contains numerous classrooms and demonstration rooms, equipped with the latest slides and motion picture equipment.

Main shop, office and classroom building at Rochester Fire and Police Academy. The well-equipped fire department repair shop occupies the first floor. Police pistol ranges are in the basement and the second floor contains offices, classrooms, recreation lounge and kitchen.

Sixty volunteer fire companies from Monroe County fought fires at the training ground on Saturday afternoon, October 2. Here volunteers advance lines over ladders to fire tower.

(Left to right) General K. C. Townson, Rochester Public Safety Commissioner; Chief Walter J. Adams, Deputy Chief Ambrose E. Foos, Training Officer for Monroe County; Deputy Commissioner Victor C. Roycrott; Fire Commissioner F. X. Cotter, Boston, Mass.; Deputy Chief Louis E. Vogt, Division of Apparatus. Several hundred out-of-town fire officials have already visited the new academy to study the facilities.

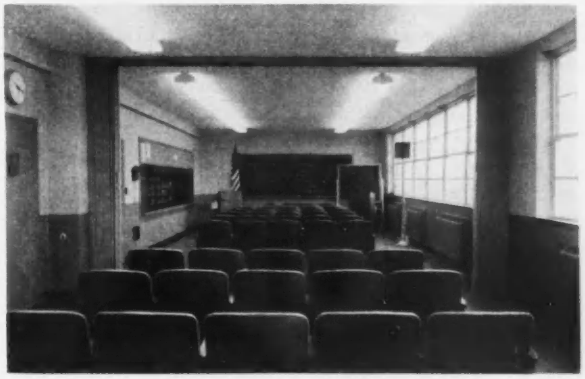
Rochester fire fighters demonstrate before citizens on Sunday afternoon, October 3. Four engine and two ladder companies were directed by Captain Albert Hoesterey of the Training Division from the elevated command post at left. The portable voice amplification system on trailer at base of the stand is available for emergencies.

A portion of the Rochester Training Ground, photographed prior to completion of the grading and the fencing of the training area. This shows a 5-story sprinklered drill tower, in which fires may be conducted, and the 2½-story fire building for structural fire fighting. The sloping roof permits practice with roofing ladders. The small one-story building is used as a smoke house and for practice with distributor nozzles.

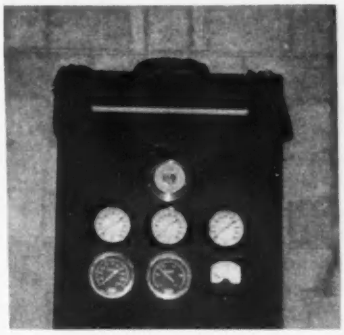
Some twenty of the volunteer company pumpers on the enclosed training ground which is floodlighted for night use.

Pumpers of volunteer companies taking suction from Genesee River adjacent to the training area form a "wall of water" with 33 streams.

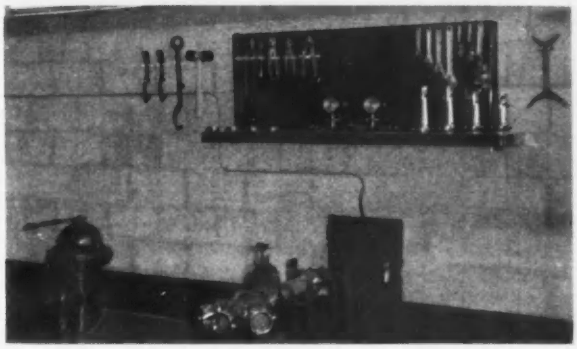
A portion of the well-lighted shop area in the new Fire Academy building. Paint shop and store room are at the left. The pump test room and shop foreman's office are at the right. The power hoist shown at the rear door is capable of lifting an entire 100-ft. aerial ladder truck.



Typical classroom in the Police and Fire Academy Building. The front partitions make it possible to divide the room into two smaller units.



Lighted instrument board which shows pump suction, discharge, and nozzle pressures, engine rpm, water temperature and barometric pressure.



Pump test room with large enclosed cistern. Large deluge nozzle, used in measuring flow, returns water through wall opening. Calibrated nozzle tips are connected to instrument board shown at left of page. The hydrant with a pressure of 35 pounds is used for practice pumping.

At the rear of the administration building is a large parking area in back of which is a huge training ground extending about 300 yards along the Genesee River. The training facilities include complete installations provided by the Rochester Gas and Electric Corporation, such as overhead wires, transformers, gas regulators and even utility manholes in which fires can be conducted. There is also a training tower equipped with standpipe and sprinklers and a 2½-story house in which fires can be conducted.

The other end of the training grounds includes a large variety of pits and pools for fighting flammable liquid fires, together with a tank car of 8500-gallon capacity. In addition there are three large fuel oil tanks with pumps for distributing the liquid to various fire areas.

The 3-day dedication ceremony included a luncheon meeting in the Chamber of Commerce for visiting fire officials and other invited guests. NFPA Past President Allen L. Cobb, Safety Supervisor of the Eastman Kodak Co., Rochester, N. Y., gave a very fine historical review of the development of the fire service. This was followed by a demonstration at the training area.

The evening program of the dedication included a parade of all the county fire departments, accompanied by numerous bands and women's drill teams which gave a competitive drill in front of the Academy.

On Saturday afternoon the county volunteers carried out many evolutions, fighting numerous fires involving both structures and flammable liquids. These evolutions simulated atomic defense problems and the volunteers, responding in five battalion columns, were assigned to various tasks. This was followed by a firemen's tournament drill.

(*Continued on page 11*)

"College Level" Fire Administration Training

From an address at the 1954 Conference of the Pacific Coast Inter-Mountain Association of Fire Chiefs, by Chief C. L. Bolz, Coordinator Instructor of the Fire Administration Training Program at the University of Southern California.

TODAY, a great deal of emphasis is placed on fire service education and excellent opportunities for "outservice" training are available for firemen. The program conducted by the Contra Costa Junior College, sponsored by the fire service, is an example of this training. (See September, 1951, FIREMEN — Ed.) This is an "inservice" program with an award of Associate of Arts Degree in Fire Training. In the selection of such programs or courses of study, the individual should explore all fields and then make his choice according to his objectives.

Although "college level" training in fire administration benefits firemen and fire officers, we must necessarily include — and perhaps emphasize — the benefits to the chief, to the fire department and to the entire fire service. The results of this type of program are already clearly evident but the full impact will be realized in the future. It cannot help but lead to improved administrative procedures in *all* supervisory positions, from captain to chief engineer, and higher standards of performance in all officer ranks.

In order to evaluate the benefits of such training, the exact purpose, the scope and some of the primary objectives must be clearly defined. For example, the Public Administration Course conducted by the University of Southern California is designed to provide training for inservice firemen, beyond that available through local, state and federal agencies. Its purpose is to instruct firemen in administrative techniques which will provide specially trained personnel for more efficient operation of our fire departments in order that they may deal more effectively with other agencies of government, business, industry and the public. Other requisites for this course are that the training is to be on the "college level" of education and meet the scholastic standards set by the University for other professional courses.

Frankly, the majority of the men take the course to prepare themselves for promotion. This is, of course, a healthy situation.

However, that was not the primary purpose for which the program was designed, and the University has been very careful to make no claims that the course provides specific help for examinations. Obviously this would be impossible as only the Civil Service Examiners or the Personnel Bureaus know what specific line any given examination may take. The course has given the students better understanding of the procedures and principles involved in various types of examinations, and greater appreciation of the problems confronting the examiners. I feel that examiners are making sincere and intelligent efforts to get the best qualified persons on a strictly competitive and merit basis. However, there is still some need for fire service and personnel agencies to coordinate procedures and policies, particularly in regard to content or subject matter.

One of the benefits of a college level type of program is that it presents a large variety of subjects, both related and required. The fireman student can *plan* his education and choose subjects which will best fit his own needs. He has, in addition, services of the best available instructors, the regular University faculty and the specialists.

Facilities for study and research are also available as part of the program. The fire library is well on its way to becoming the best of its kind in the nation. This is open not only to students, but to fire chiefs, to other members of the fire service, and to industry. The research facilities are available through cooperation of the staff and the student body.

A distinct advantage of this program is that it readily lends itself to integration with the local departmental inservice training program. One competent authority states: "The training program must be integrated with other services that contribute to the full development of all company personnel whether those services are given within the company or by external agencies."

Perhaps the outstanding application of this principle is evident in the law enforcement agencies. Police departments have benefited tremendously through outservice training at the FBI school at Northwestern University, as well as the law enforcement educational program at the University of Southern California. We, at USC, feel that we have a comparable program for the fire service, which can lead to Bachelor of Science degree in Public Administration, with specialization in Fire Administration.

Let's consider the "related courses" — subjects which in the past were considered "nice to know" but not particularly essential for a fireman's job. Some of these are "Public Relations," "Human Relations in Management," "Principles of Public Organization and Management," and "Supervisory Training."

Every man in the fire department, from recruit to fire chief, should be taught his part and place in public relations. The ladderman or engineman has just as much responsibility to create and maintain good public opinion as has the chief.

One of the prime essentials of good service on any level is loyalty. A fire chief must first of all be loyal to his personnel. He must also be loyal to his own superiors, to his city and to his job. These are obligations he accepts with the position. On the other hand his men owe the same consideration and loyalty to him and to their city.

Every person who meets the public should be trained in public relations and public speaking. Every person who supervises others should be indoctrinated in supervisory training principles and human relations.

THE acceptance of the training program by the University of Southern California, the granting of a Bachelor of Science degree in Public Administration, the scholastic requirements for the degree and certificate, and the selection of the instructors, all prove that

fire department administration is worthy of college level study.

In our program all courses and instructors must be jointly approved by the Fire Committee and the University and all instructors are approved and appointed by the President of the University.

Bear in mind that fire officers and firemen of today are the administrators of the future. If there has been a weak point in our past training programs, it has perhaps been a failure to properly prepare subordinates for high level administrative positions. Most of us learned the "hard way," by the trial and error method.

When Public Administration was first planned one important consideration was that it should be a program designed *for* the fire service *by* the fire service to meet a specific need. This was made a responsibility of the Fire Committee. Second, it had to meet the scholastic standards of the University in all respects. This was the responsibility of the faculty. Frequent joint meetings of both groups now assure the accomplishment of both of these objectives.

Both groups agreed that, for best results, experienced and qualified fire officers would organize and instruct in those subjects which deal directly with the vocation. However, the so-called related courses, such as Human Behavior in Management; Public Relations; Principles of Management; Mathematics and English can best be taught by members of the faculty. We feel that with this combination of instructors the program meets the practical and academic requirements for attaining its objectives.

Through the co-operation of Chief John Alderson of the Los Angeles Fire Department, a number of his high ranking officers and specialists are actively and regularly instructing in the program. Chief William Taylor of Burbank has also made available a specialist from his department. Both these chiefs are members of the Fire Committee with Chief Taylor serving as chairman. In the future we expect to use other specialists from fire departments and other related agencies, such as officials from Building and Water Departments.

Instructors from the University must be given equal credit. They have been carefully selected, and have without exception, studied fire service conditions so that they may give appropriate instruction in their specialized subjects.

For this we may thank Dr. John D. Gerletti, Associate Professor of Public Administration. Dr. Gerletti was appointed by the University to coordinate the program between the fire service and the school. Now on leave of absence, he is serving as general manager of the International Fire Chief's Association.

It is not to be implied that a college course in fire administration is the complete and final answer. It is, however, an important tool to be used along with experience, ability, good judgment and common sense.

Nothing can take the place of a good departmental inservice training, educational and drill program, covering the vocational "on the job" activities, and including application of the training in actual experience "in the field."

As stated before, the University's program is designed to go beyond this. Not all the 600 plus firemen and officers thus far enrolled are striving for the B.A. degree or even the certificate. Many are there for certain specialized subjects. A fire captain, for example, may choose a course in "Company Administration" which will give him a better perspective of all levels of administration.

The program also provides a means of evaluating the types of inservice training necessary for a modern fire department. It shows which subjects may be taught on local programs and those which may be integrated in the college training. It provides the only substitute for practical individual experience, that is first hand acquaintance with the practical experience of active fire officers, each a recognized authority in his specialized field.

Much has been said on the "professionalization" of the fire service. The difference in standards of performance between individual fire departments makes it almost impossible to categorically place all firemen or all fire departments on a given professional level. There can be no doubt, however, that Fire Administration on the higher level is very technical, specialized and highly professionalized.

The grading schedule of the National Board of Fire Underwriters establishes certain standards of administrative performance which indicate to a degree the extent of "professionalization" of the individual fire department. The National Fire Protection Association develops standards for practically every phase of fire protection which certainly aid fire departments toward higher levels of efficiency. The NBFU grading schedule does not always reflect the degree of high performance in administration, particularly where no penalties have been assessed against minimum requirements.

A basic element of good individual performance is job appreciation. A good fireman must have pride in his job, pride in his department and pride in himself. Today for the most part, firemen are generally respected in their community. We have accomplished much in the past decade, but there is still room for improvement.

A recent development in the program will also benefit the fire service. The "Advanced Fire Administration" course is a required course for students majoring in Municipal Administration. Think what this means. A city manager who has been indoctrinated in fire administration has a much clearer idea when he takes office, not only of the fire department but of the overall problems, and an appreciation of the need for the coordination of all local and other agencies in "organization for fire defense."

We have thus far had six of these future city managers and all have expressed themselves as completely surprised with the extent of the field of fire administration. Also, the firemen in classes have opportunity to get the viewpoint of these men, and have a better appreciation of their problems.

Much of the value of the courses to the individual lies in the type of assignments for out-of-class work. These generally include practical application of the theories learned in class. They require considerable research and as they generally apply to his own local jurisdiction, the student learns a great deal of his own department and city.

Perhaps I *am* a bit prejudiced, but I sincerely believe this is one of the greatest steps forward ever taken by the fire service.

San Diego – A Progressive Department in a Fast Growing City

By Warren Y. Kimball

SAN DIEGO, one of the fastest growing cities on the Pacific Coast, is California's third largest city with a population of over 435,000. It embraces a territory of over 120 square miles extending for nearly 22 miles along the coast and nearly 14 miles inland. At the present rate of annexation there is conjecture that this beautiful port city, well known as a home port for the U. S. Navy, may, in a few years, extend southward another dozen miles to the Mexican border at Tijuana.

The rapid growth of the city has resulted in considerable expansion of the fire department under Chief George Courser (member NFPA). Two engine companies have been added in the past year, (the latest, No. 26, in August 1954). Several more new stations are being planned by Chief Courser.

Four of the 25 engine companies are equipped with 1000 gpm pumper-ladder trucks to provide ladder service to supplement the two aerial ladder companies. The fire boat company is designated as Engine 16. The 65-ft. wooden hulled fireboat, built by members of the department in 1919, was completely overhauled by the fire department repair shop personnel after being returned by the U. S. Navy following World War II. There is also a patrol boat, carrying fire fighting equipment.

Assistant Chief Alton C. Penrose is second in command of the department and is in direct command of the fire fighting division. Chief Penrose reviews reports from battalion chiefs and interprets and enforces policies and directives established by Chief Courser.

The fire fighting division is divided into 4 battalions. Battalion 1 covers the high value district, which is protected by 7 stations. It includes 7 engine, 1 ladder and the fireboat companies. Battalion 2 covers a territory a dozen miles long between Pacific Highway and 30th Street, but the Battalion headquarters is close enough to the high value district to permit this chief to cover for Battalion 1 when needed.

Battalion 3 includes all the waterfront communities west of Pacific Highway including Ocean Beach and the famed "Millionaires' Colony" at La Jolla. Battalion 4 covers the remainder of the city east of 30th Street. There are two spare battalion chiefs who cover for days off occasioned by the 67-hour work week.

One of the new 1,000 gpm Seagrave pumper ladder trucks in service with the San Diego Fire Department. Note the 4-in. "soft suction" connected to the regular large suction by a Chiksan swivel. There is one of these suction connections on each side of the new pumpers, and the connection is partially enclosed to keep it out of the way of the running board. This picture of the pumper ladder truck was taken at a fire to which it responded along with 2 Seagrave pumpers.

Engine 12 station of the San Diego Fire Department showing landscapping provided by the city for all of its public buildings. Adjacent to this station is a large training area with a concrete cistern, adequate for capacity test of 1250 gpm pumpers.

Battalion Chief Laurence Sheehan is department secretary. He handles personnel, budgeting, and purchasing. He also maintains financial, statistical and property records, prepares reports, budget estimates, vacation and work schedules. A very important part of Chief Sheehan's duty is maintenance of a duty board at headquarters. This shows the whereabouts of every man and the manning of each company. It is his job to try to keep companies adequately manned.

Engine companies in residential districts carry 4 men, quad companies 6 men, and high value engine and ladder companies a minimum of 5 men. Chief Sheehan is also available as a fire fighting chief in an emergency.

Dr. Clarence E. Rees serves as fire department surgeon on a part time basis. He not only gives medical examinations to applicants and a rigid medical exam for men completing 6 months probation, but conducts an annual medical exam for all members and other medical examinations recommended by Chief Courser. This has resulted in correcting many physical deficiencies before they became acute. Dr. Rees authorizes sick and injury leave for members of the department and reports to all multiple alarms and other major emergencies.

The Fire Prevention Bureau, under Fire Marshal Homer C. Lovell, has a staff of 10 members including 4 officers. The Training School is headed by Battalion Chief Gordon E. Browne who not only standardizes drills in fire fighting methods and carries on a complete training program, but it is his job to conduct promotional examinations for members of the department.

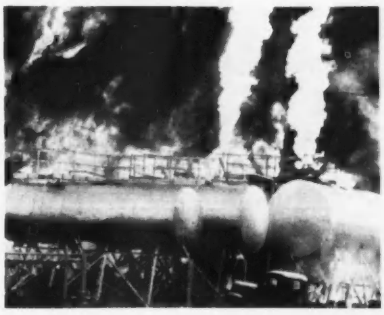
San Diego fire fighters are hired under municipal civil service procedures and have a right of appeal to the civil service board, but their promotions are based upon their experience record and examination within the department.

The fire department also operates the fire and police telegraph bureau with 15 employees. At present the two departments share the same radio frequency but a

(Continued on page 15)

Fires in the News

Atlantic City, N. J., Sept. 1. *(Photo by Mike Blizzard, Atlantic City Press.)* Dwellings, boathouses and dock buildings became involved in this fire which brought general alarm response. Explosions in a fish market hindered fire fighting while wind aided flame spread to the wood frame structures. Loss was estimated at more than $200,000.



El Dorado, Ark., Oct. 6. *(Wide World Photo.)* Six tanks were involved by fire which started at a pumping station of this bulk oil plant. One of them collapsed when its unprotected supports weakened. Vents operated on other tanks but 62,000 gallons of fuel were destroyed, together with an office building and a warehouse.

North River, N. S., Sept. 22. One man died but 100 others were saved from fire which destroyed this unsprinklered Colchester County Home. Fire started near the smoke pipe of the basement heater and flames spread through an air vent to the attic. Effective rescue work was accomplished by the Truro and Bible Hill Fire Brigades who responded to a telephone alarm.

Greenville, Tenn., Sept. 24. Volunteers attempt to protect a dwelling as fire destroys a supermarket, a warehouse and apartment building. Despite mutual aid support estimated fire loss was about $300,000.

Rochester's Training Center

(Continued from page 7)

On Sunday afternoon the Rochester Fire Department conducted fifteen evolutions for the public at the training area, including the fighting of various type fires. Large grandstands on one side of the training area gave visitors a point of vantage to see all the activities.

The fire fighting demonstrations by the Monroe County Volunteers were directed by Chief Ambrose E. Foos. The Rochester Fire Department Training was under the supervision of Battalion Chief John F. Hurley of the Training Division assisted by Captains Albert E. Hoesterey and Alfred G. Reifsteck and Lt. Ernest R. Starr. Inspector Paul R. Hutchinson, Director of the Police Training Division, showed the latest police training and crime detection methods carried on at the Academy.

The fire training academy has been in practical use for several months. Each week-day four engine companies and a ladder company respond at the training school and are given multiple group instruction by training division officers, who utilize an elevated platform and mobile loud speaker unit. This provides a coordinated, uniform type of training for all companies. In the event of a multiple alarm the companies, all of which are radio equipped, can be put back in service.

"The Fireman's Law Book"

THE International Association of Fire Chiefs is distributing a revised, limited edition of "The Fireman's Law Book" which was first published in 1952. The book was written by Charles W. Bahme, now a Battalion Chief in the Los Angeles, California, Fire Department. Chief Bahme is an attorney-at-law and a member of the California bar.

The revised edition includes additional material such as a glossary of legal terms, explanatory material relating to the nature of the law, legal processes, and practical considerations. Chapters include discussions of civil and criminal actions, the judicial system, organization of fire departments, municipal liabilities for acts of fire departments, fire prevention bureaus, pensions and salaries, liabilities of firemen and pointers on procedure.

The 8½ x 11-in. book is paper bound, contains 154 mimeographed pages and may be obtained for $3 per copy from the International Association of Fire Chiefs, Hotel Martinique, New York 1, New York.

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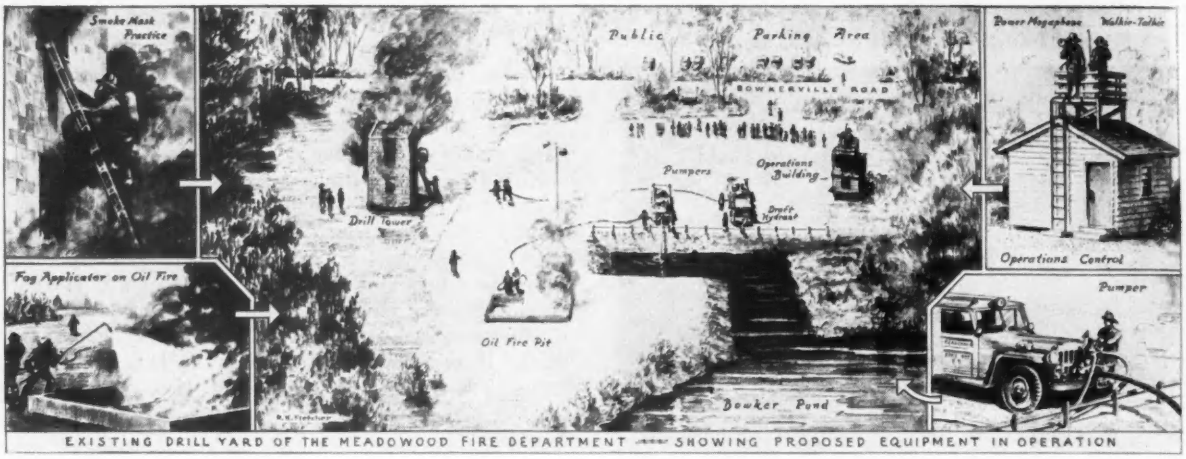

Artist's conception of training grounds for volunteer fire fighters at Fitzwilliam, New Hampshire. This town is about 12 miles south of Keene near the borderline of Massachusetts. The training site was dedicated October 30 and will be available to fire departments throughout the state.

Non-Profit Fire Department "Goes Ahead"

AT THE present time, in New Hampshire, there is no state training center where fire fighters may receive instruction and practice with equipment and apparatus. The Manchester Fire Department does have training facilities, but the majority of volunteer firemen in the State must devise their own training programs and depend upon "dry runs" in practicing evolutions.

Realizing the need for adequate training facilities, the Meadowood, N. H., Fire Department recently demonstrated initiative by establishing a training center outside of the town of Fitzwilliam. The Department, a non-profit corporation organized by citizens of the town, protects that community of 1200 population, together with two municipal volunteer fire companies. Fire department personnel are now attempting to raise funds to complete the combination drill tower and smoke house which will be the main training facility. An operations and control building has already been constructed, pits have been prepared for flammable liquid fires and approaches to a pond have been cleared to permit hydrant and drafting operations. The training site includes several acres and will be made available to any fire department in New Hampshire.

Donald Holbrook, President and Chief of the Meadowood Fire Department, donated the land to be used by fire fighters in this training. Assistant Chief Walter Tommila and Secretary Alexander Blaymire are also officers in the Department.

The other two fire companies in Fitzwilliam form the municipal volunteer fire department. They are the Village Fire Company and the Depot Fire Company and during fire fighting operations they operate with the Meadowood Department.

Recently, the three fire organizations joined the Southern New Hampshire radio telephone network on a carrier frequency of 33.78 megacycles. This radio network also includes Manchester, Nashua, Bedford and Hudson. Fitzwilliam's base station has an output capacity of 30 watts and is operated at the Meadowood Fire Station. Since the town is 1200 feet above sea level, the station's antenna reaches to an altitude of approximately 1500 feet. While the station does not have " 'round the clock" coverage, when an alarm is received a volunteer goes on the air and operates the radio facilities until recall of men and apparatus.

Call letters for the Fitzwilliam station are "KCD-369." Of the six

Interior of Meadowood Fire Station showing alarm and dispatching facilities. Radio is on table at right. Volunteer base station operators man the radio station whenever apparatus is out on an alarm.

Meadowood's 4-wheel drive truck which was recently put in service. In addition to equipment mentioned above this truck also carries Scott Air-Paks, a resuscitator, extinguishers, fog nozzles, and rescue equipment.

Meadowood's fire station features a two-bay apparatus room (right). Note hose drying facilities at right of weathervane in the center of the building.

fire trucks in the town (two trucks per company) three are equipped with mobile radio units, while "handy talkies" are carried on the other trucks. Call letters of all mobile radio units are prefaced with the letter "F." The first digit of the number following indicates the fire company, while the second digit indicates the specific unit. For example, the Fitzwilliam Village Volunteer Fire Company's mobile radio unit is "F-1," while its handy talky is "F-1A." The Depot Fire Company in Fitzwilliam has "F-2" for call numbers on its mobile set, with the handy talky numbered "F-2A." Meadowood's mobile unit is "F-3" and its handy talky "F-3A." There are eight licensed base station operators in the town, three of whom are women.

Meadowood's apparatus includes a new 115 hp, 6-cylinder, 4-wheel drive Willys truck which has a 400 gpm Barton front mount pump, a 200-gallon tank and a booster hose reel with 200 ft. of hose. The truck also carries 600 ft. of 1½-in. hose and an 18-ft. aluminum ladder. For forest fire fighting it pulls a trailer carrying back-pack pumps and other equipment. Meadowood also has a 600 gpm Seagrave pumper.

Apparatus in the Fitzwilliam fire companies include a new Ford truck with a 500 gpm front mount pump and a 300-gallon tank; a 350 gpm pumper; and a 500 gpm pumper.

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For Airport Fire Fighters

THE California Division of the Lockheed Aircraft Corporation, Burbank, California, has prepared a limited edition of a booklet for airport fire and emergency crews. Measuring 8½ x 11 inches, the booklet contains 8 cardboard pages showing distinctive features of Lockheed Constellation and Super Constellation Aircraft. Each page has diagrams and explanation of factors which fire fighters should consider in aircraft rescue or fire fighting.

A page is devoted to the external features of these Lockheed planes for recognition purposes; there is a description of the powerplant and exhaust systems; analysis of escape, rescue areas and exits; explanation of equipment and flammable fluid locations; diagram of combustible materials which would contribute to fire spread in such aircraft; and diagrams of compartments.

Membership Report

The fire department of Camden, New Jersey, recently took membership in the NFPA. This means that now there is at least one NFPA Fire Department Membership in every community in the United States with a population of 100,000 or more. Total NFPA Fire Department membership includes 2,133 fire departments and 25,757 men.

NFPA Welcomes:

California: Chief Harry Ohnmeiss, Knott's Berry Farm Fire Department, Buena Park.

Colorado: Mount Vernon Country Club Fire Department, Golden.

Illinois: Villard Volunteer Firemen's Association, Lombard; Chief Stanley M. Maslanka, Phoenix Fire Department, Phoenix.

Michigan: East Lansing Fire Department, East Lansing; Bedford Twp. Volunteer Fire Department, Temperance.

Nebraska: Chief E. F. Wulfekoetter, Hebron Volunteer Fire Department, Hebron.

Newfoundland: Deer Lake Fire Brigade, Deer Lake.

North Carolina: Chief James A. West, Wilmington Fire Department, Wilmington.

Ohio: Chief Paul M. Smith, Beach City Volunteer Fire Department, Beach City.

Oklahoma: Chief C. T. White, Altus Fire Department, Altus.

Washington: Chief Herbert O. Mahhow, Kennewick Fire Department, Kennewick.

Wisconsin: Sturgeon Bay Fire Department, Sturgeon Bay.

San Diego Fire Department

(*Continued from page 10*)

bell signal over the air precedes transmission of any alarm of fire.

The fire department repair shop adjacent to Engine 6 is headed by Battalion Chief Robert Ely as master mechanic. The shops include a machine shop equipped for apparatus repair, a paint shop and foundry. Many specialized tools have been designed and machined under the direction of Chief Ely. Several reports by Chief Ely have appeared recently in FIREMEN and further details of the San Diego fire apparatus maintenance program will be reported in a future issue.

The apparatus of the department is almost entirely of Seagrave manufacture. Recent deliveries include an 85-ft. aerial ladder and six 1250 gpm Class A pumpers. Certain engine companies in the high value district carry 3-in. hose instead of the usual 2½-in. size.

There is also a fire department maintenance shop under the direction of Captain George Hammond. This shop takes care of fire department stations and equipment involving woodworking and structural maintenance. It operates in cooperation with the Division of Public Works. Among other things the carpentry shop makes the furniture needed by the department. Recently, the shop built a beautiful executive desk for Chief Courser and is now building another for the Mayor.

Hydrant Inspection Program

IN CONJUNCTION with its dwelling inspection program (see FIREMEN for September, 1954, page 8) the Phoenix, Arizona, Fire Department, under the direction of Chief B. B. Wilkinson, has begun a hydrant inspection program. Members of each fire company are responsible for the plugs in their first due district.

Fire fighters will clear out weeds, use wire brush for all threads, lubricate all connections with graphite and oil, flush the plugs and make notations where hydrant repair is necessary. Major repairs and painting of the hydrants will be done by the Division of Water Distribution.

Inspection of each hydrant will be conducted twice annually, whereas they were formerly serviced on a 30-month basis.

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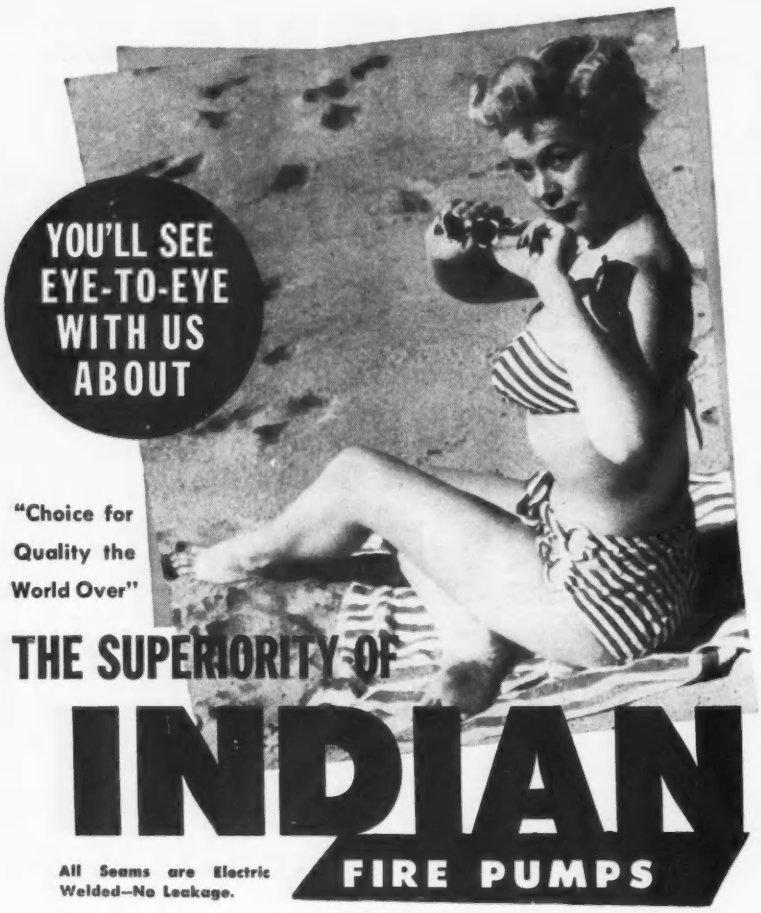
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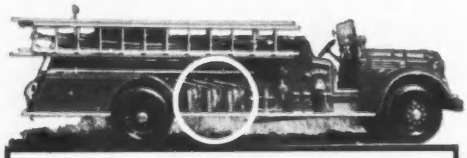

New truck delivered to Lafayette Fire District built by Coast Apparatus, Inc. of Concord, California. Note **INDIAN FIRE PUMPS** mounted on running board.

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National Fire Codes

THE new 6-volume set of the National Fire Codes is now being distributed. These books contain the complete 1954 text of 162 separate NFPA standards, are 5½ x 8½ inches in size and are bound in distinctive red cloth. Each volume is priced at $6 per copy and may be obtained from the NFPA Publications Department.

The full set includes: Volume I — Flammable Liquids and Gases (36 standards, 672 pages); Volume II — Combustible Solids, Dusts, Chemicals and Explosives (33 standards, 512 pages); Volume III — Building Construction and Equipment (33 standards, 640 pages); Volume IV — Extinguishing Equipment (32 standards, 864 pages); Volume V — Electrical (National Electrical Code plus 6 other NFPA electrical standards, 672 pages); Volume VI — Transportation (21 standards on air, marine and highway transportation, 424 pages).

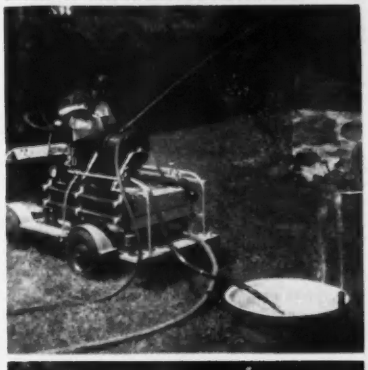
Many fire departments which are developing libraries for each of their fire stations will find the 6-volume set a useful addition for reference, since each volume will contain a complete grouping of NFPA standards which pertain to the subject described in the title.

All of the six volumes will be revised and published each year. Information on a special offer, through which NFPA members may get the entire set at a reduced price, may be obtained from the NFPA Publications Department, 60 Batterymarch Street, Boston 10, Massachusetts.

Position Change

NFPA member Clarence H. Dougal recently accepted a position with the Fire Apparatus Division of the Mack Motor Truck Corporation and will represent the company in northern New Jersey. Since 1947 he was attached to the Fire Insurance Rating Organization of New Jersey. Prior to that he served as Chief of the Camp Shanks, New York, Fire Department, and Assistant Chief at Fort Dix, N. J.

He is Secretary of the New Jersey State Fire Chiefs Association, Treasurer of the Eastern Association of Fire Chiefs, Secretary of the New Jersey State Firemen's Advisory Council and a lifetime member of five other fire service organizations.



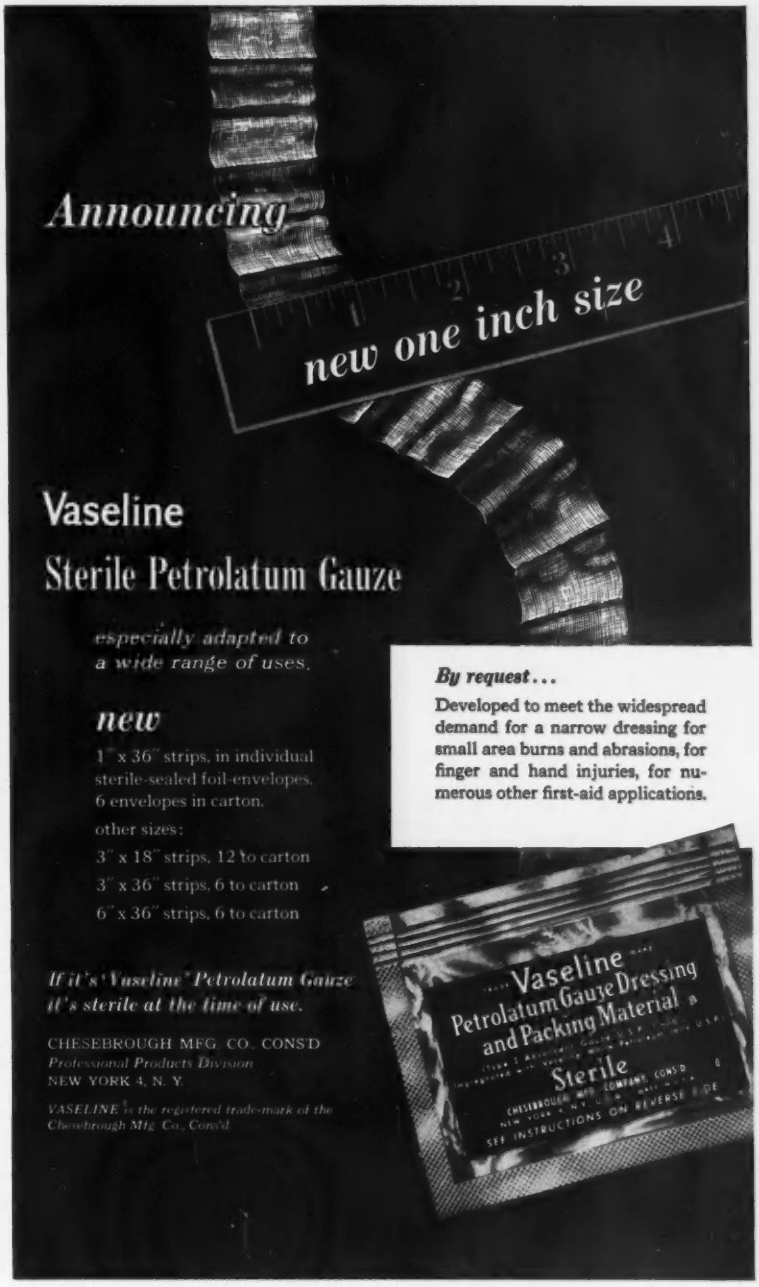
Miniature Fire Truck

THE son and daughter of Deputy Chief L. W. Hall (NFPA member) of the Creemore, Ontario, Fire Department, can practice fire fighting evolutions with this triple combination pumper. Chief Hall built the miniature unit as a hobby.

The pumper carries 2½ gallons of water, 40 ft. of ½-in. booster hose, 75 ft. of 1-in. hose, a 3-ft. ladder, and two 3-ft. lengths of ½-in. suction hose. It is powered by a ⅓ hp gasoline engine or by pedals and can pump approximately 5 gpm at 40 pounds pressure. Two lights are operated by a bicycle generator and there is also a siren and bell. The chassis has dual rear wheels and equipment includes three nozzles of 3/16- to 1/16-in. size and one ½-in. fog nozzle. The pumper will operate from booster or draft when valves are opened. Carrying Chief Hall, daughter Anthea, and son Richie, the pumper will travel at about 5 miles per hour.

Top picture shows a side view of the truck. (Note the gage and suction hose.) Second picture shows the pumper taking suction from a basin which is being supplied by a garden hose.

In the foreground of the bottom picture are the hose load and engine and pump which power the miniature (at right). Large truck is a ½ ton panel truck which Chief Hall has equipped to supplement apparatus of the Creemore Fire Dept.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SEE INSTRUCTIONS ON REVERSE SIDE

Sparky's Fire Department

THOUSANDS of children already have enrolled in "Sparky's Fire Department" which was announced in the October, 1954, issue of FIREMEN (pages 14 and 15). Last month one thousand of the special membership kits were flown by private plane to children of American employees of the American Arabian Oil Company in Saudi Arabia.

Children desiring to become members merely send their name and address and 25 cents to "Sparky's Fire Department, Boston 1, Massachusetts," then they receive a membership card, a colorful metal badge and a booklet on fire prevention. To be fully enrolled each child must have his card signed by a fireman.

Driver's "Roadeo" in Oakland, California

OAKLAND, California is another city which has recently developed a special training and testing course for drivers of city vehicles, including fire apparatus. In conjunction with this training, Oakland's Fire Chief, H. J. Burke, has instituted a 35 mph speed limit for all fire department vehicles.

Under the direction of Superintendent of Equipment Harold Anderson and Captain Harold L. Smith, Supervisor of Engineers and Drivers of the Oakland Fire Department, regular and prospective drivers of apparatus must qualify in a variety of tests, including a "Roadeo" similar to that conducted for Boston, Massachusetts, drivers. (See FIREMEN for October, 1954. Both of these "Roadeos" are based upon course layouts devised by the American Trucking Association, Inc., with minor variations according to fire department training objectives.)

In Oakland all testing of the drivers occurs in the ten events of the "Roadeo," with awards of 100 points possible in each event, or a possible total of 1,000. Drivers who attain 850 points, or 85 percent, are considered qualified for emergency driving, while those who fail to attain that total are given additional driver training.

First event of the "Roadeo" is a written test with questions which may be answered as true or false. Subject of the test is the California State Vehicle Code driving rules and safe driving practices as applicable to emergency drivers. All other testing concerns actual operation and handling of vehicles.

The second event is a stopping test in which the driver must move the vehicle forward 200 feet and stop it with the front bumper directly over a white line 4 inches wide. For each inch that the bumper is beyond the line two points are subtracted from the possible score; and for each inch short of the line one point is subtracted. An examiner, who rides with the driver in five of the tests, also observes bad driving habits such as leaving the seat, "riding" the clutch, improper or bad shifting, racing of the motor and similar weaknesses which will result in point demerits.

After driving 200 ft. the driver must stop his vehicle with the front bumper above the white line at lower right. Here an observer uses a specially prepared upright for measuring and indicates a "near miss."

The third test is the reverse of the second. The driver backs the vehicle 200 feet and must park with the rearmost part of the vehicle above the line. Demerits are awarded as in the second test.

A twisting run is the fourth event in which drivers must maneuver the vehicles between stanchions spaced at distances equal to the length of the vehicle, plus the width, plus one foot. Apparatus turns left between the first two stanchions, right between the next two, and so on. Unnecessary change of direction, hitting the stanchions and stopping result in demerits. Test five is the reverse of test four.

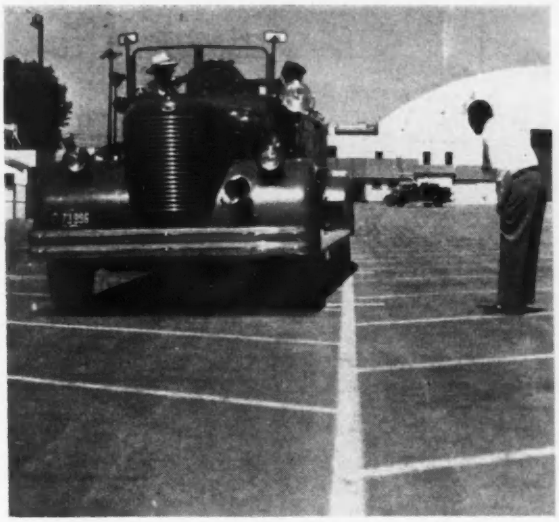
Sixth event is a straight line driving test where the apparatus must be moved with the right front wheel on a 4-inch wide line. At 20-ft. intervals the line is marked with a cross. Five points are subtracted if tire leaves the line in any space. In the seventh event the driver backs along the line and receives similar penalties when the rear wheel departs from a true course.

Next test requires the driver to move the vehicle ahead 200 feet and to stop it once with the right front tire resting in a circle 8 inches in diameter. If the tire does not land in the circle one point is subtracted from the possible score for every inch of distance between the edge of the circle and the nearest portion of the tire resting on the pavement.

A diminishing clearance test is next. The contestant must drive the vehicle between two rows of stanchions spaced at 10-ft. intervals. The opening at the entrance is 14 feet wide and at the exit the opening is only 1 ft. wider than the full width of the vehicle. Apparatus must travel through the rows at a speed between 20–25 miles per hour. Demerits are awarded if speed drops below 20 mph or if the stanchions are touched by the vehicle.

Final test is for parking. Four stanchions and two cross bars are used, with a white painted line representing a curbing. Length of the parking space is only 16 inches more than the length of the vehicle. The driver must back into this space and stop without "jockeying" or changing direction. For each inch that either inside wheel is away from the

Parking test requires driver to back vehicle between stanchions without backing into crossbar or stanchions. Both wheels must be within 18 inches of "curbing" at right or penalties are awarded.



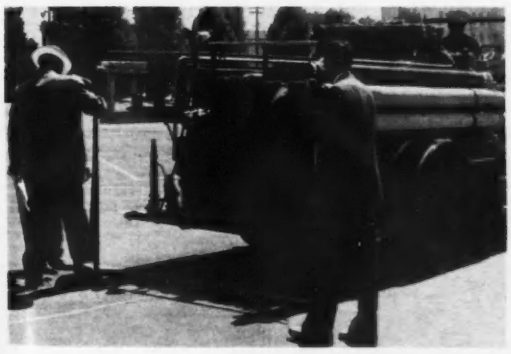
One part of the straight line driving test requires the driver to back alone this 4-in. wide line without permitting the rear wheel to depart from a true course, at risk of point penalty.

curb more than 18 inches, one demerit point is awarded, while other penalties are assessed for hitting the stanchions or the curbing line.

For the purpose of evaluating abilities, the drivers of Oakland's Fire Department are divided into four classifications: drivers of chiefs' cars; engineers who drive pumpers, ladder truck and hose wagon drivers, and prospective drivers, or new men who may drive any of the apparatus. Last year 424 drivers participated in the 14-hour training and testing course, with 254 achieving the passing mark of 85 percent.

The top 12 men, (3 from each classification) were allowed to participate in a final "Roadeo" to determine the best driver for the year. Winner of this competition is awarded a "sweepstakes trophy," usually a cup or plaque.

In 1953 the Oakland Moose Club offered $700 in war bonds for the twelve drivers who reached the finals. Four $100, $50, and $25 dollar war bonds were given for first, second and third place winners respectively, while the sweepstakes trophy was also given to the top point scorer.



(*Left*) Another type of stopping test where driver must have the rear of the vehicle above the test line. Measurement is taken for the rearmost portion of apparatus or equipment which may extend in back.

Diminishing clearance test requires drivers to move vehicle through rows of stanchions which narrow to opening only 1 ft. wider than apparatus width.

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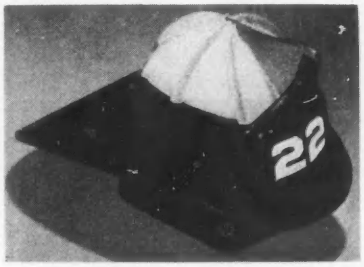

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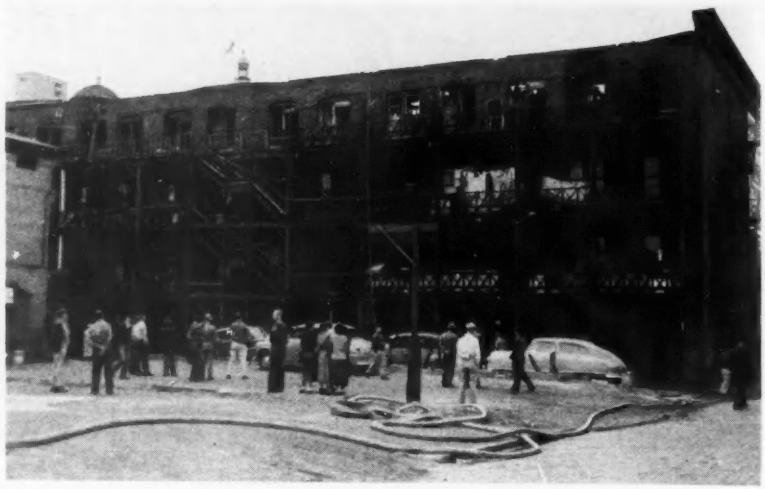

The Elizabeth Apartment Block after the fire on October 5. Many occupants escaped the smoke and flames by using the stairs connecting the porches. Heavy caliber fog streams were applied through 4th floor windows on this and the opposite side of the building.

Syracuse Fire Fighters Make Rescues — Then a Good Stop

GOOD ladder work and effective use of water fog were displayed by Syracuse, New York, fire fighters in the early morning hours of October 5. Under the direction of Chief Francis R. Ferren, they responded to a fire alarm for the Elizabeth Apartment Block, made a number of spectacular rescues, then used two Rockwood 500 gpm fog nozzles from aerial ladders to knock down fire in the heavily involved top floor.

The building was an old 4-story brick joisted structure containing 42 apartments, with about 150 residents. Fire, apparently caused by careless smoking, started in one of the fourth floor apartments about 2:30 a.m. Two police officers discovered smoke and flames while making a routine check of the neighborhood. One officer turned in a box alarm while the other began to arouse occupants.

Responding fire fighters concentrated on rescue operations and assisted most of the occupants to safety. Members of Ladder Company No. 4 saved one couple from the fourth floor by using a pompier ladder from the top of a 32-ft. extension ladder which reached a third floor window. Other fire fighters advanced to the top floor with a life line, using fog nozzles and gas masks, and removed two elderly victims who later were pronounced dead at the hospital.

The fire required 3-alarm response since it spread through the undivided roof space and completely destroyed the roof of the building. The heavy caliber fog streams, applied simultaneously from two opposite sides of the top floor, proved to be the controlling factor.

Since fire fighters had to effect rescues there was no time to spread salvage covers. As a result a number of stores on the first floor received heavy water damage before the fire was extinguished.

(Left) View of corridor on top floor of the apartment house where fire developed rapid spread because of undivided floor and roof spaces. Two elderly persons were fatally overcome in their rooms on this floor, despite aggressive rescue efforts by fire fighters.

Letters to FIREMEN

Dear Sir:

The article on the Firerest Fire Department (page 20 of the August issue) was most interesting. However, we feel that our record for prevention of property damage by fire is comparable, considering the difference in population.

We are a volunteer company of 40 members, located in a Borough of 700 population. Our Borough is approximately 1 mile square, but we render mutual aid in a radius of 50 square miles.

From December 7, 1945 until May 26, 1953, we had no property damage by fire and were not required to lay a line of either 2½- or 1½-inch hose for any fire within the Borough, although we answered a total of 64 local fire alarms during that period. All these fires were extinguished by booster line, hand extinguishers, back pack pumps, or chimney fusees.

Here's a breakdown of the 64 fire alarms answered during this 7½-year period:

37 grass and brush fires; 17 chimney fires; 2 automobiles; 3 trash fires; 1 kerosene stove overflowing and afire; 1 explosion of gasoline fumes; 1 short circuit; 2 houses struck by lightning (no fire).

On May 26, 1953, a barn filled with hay was struck by lightning and destroyed by fire, with a loss of approximately $500; at which fire we laid our first hose stream for a local fire since December 7, 1945.

Since May 26, up to and including October 1, 1954, we have answered 16 more local alarms without any property damage by fire resulting.

Our chief is Michael M. Zurick. We were incorporated as a fire company in 1910, and still have our hand-drawn hose cart and soda acid chemical engine, although our horse-drawn steamer was sold in 1938. We have a 1922 Childs 300 gpm rotary pumper on Reo chassis, with a 40-gal. soda acid tank, and a Darley Champion 500 gpm 1945 pumper with 200-gal. booster tank. We use wet water with a rust inhibiting agent in the tank, and in our seven back pack pumps.

We also have 1600 feet of 2½-in. hose, 200 feet of 1½-in. hose with Navy type fog nozzles and applicators, mechanical foam liquid and nozzles, a deep well jet pump for drafting from wells and strip pits, universal adapters for mutual aid use; collapsible buckets for filling the booster tank, cannister type smoke masks, salvage covers, and fusees for chimney fires.

We stress observance of Fire Prevention Week in all possible ways, and request that an alarm be turned in for all fires, however trifling. Fewest local alarms in any one year totaled 9.

We feel that our townspeople are very fire conscious and are behind us 100 percent in our effort to make 1954 another fire damageless year.

Very truly yours,

R. M. Mullen, *Chief Engineer*
Ramey Fire Company No. 1
Ramey, Pennsylvania

Dear Sir:

I imagine your article "Fire Safety In Nursing Homes" from an address by Representative Howard S. Russell of the Massachusetts State Legislature, must have caused quite a great deal of comment. (*September, 1954*, Firemen — *Ed.*). However, there is one comment the writer would like to make that someone else may have missed.

We note at the bottom of page 14, after Representative Russell tells how good sprinklers are, the statement was made: "Nursing home operators, however, say that the amount the welfare boards are willing to pay just will not justify a capital expenditure of what one proprietor told us had been estimated by the installer to amount to $600 per patient."

That would certainly indicate that at least one proprietor was putting a lower value on human life than $600. I know that you will readily admit that human life is something that should be placed beyond any dollar value and that a nursing home proprietor should be told by law that his place or any other like place should be made fire safe.

As a general thing, the writer has been against legislation to compel the installation of automatic sprinklers but this certainly does not extend to places where people are aged, senile, confined through law or choice or those too ill to walk out of an exit. We constantly think about all the wonderful exits in Effingham Hospital but that no one walked out of them.

This question of the value of $600 for the life per patient is somewhat irksome when every day the sprinkler industry seems to be putting automatic sprinklers in stalls for racetracks to protect the lives of very valuable race horses. However, a value can be placed on a race horse. We note where Miss Eleanora Sears of Boston paid $50,000 for a two-year old and Mr. Arthur Godfrey paid $37,500 for a two-year old at an earlier sale. This is something tangible and probably there are a lot of people who might assume that the lives of these horses are more valuable than the fathers and mothers of a good many of us who may have passed any age of usefulness.

Hoquiam, Washington, Home for the Aged, in which twenty died; Hillsboro, Missouri, in which twenty died and the Largo, Florida, Nursing Home, in which thirty-three died should be constantly brought to the attention of those having in their keeping such human life. If ever legislation was required for the protection of humanity, the nursing home is an outstanding example. It is my honest belief that if an owner or an operator of a nursing home was confronted with the fact that one of their members felt that $600 was a little too much to pay for this protection of life, after some consideration he might agree that $600 was a pretty reasonable figure.

We would appreciate any comments you may have in this instance and, with best wishes and kindest personal regards, I am

Sincerely yours,

T. Seddon Duke, *President*
Star Sprinkler Corporation
Philadelphia, Pennsylvania

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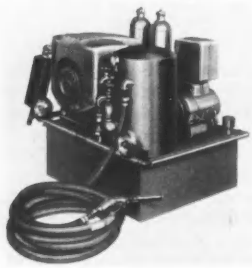
WRITE TO: M. A. HALLIGAN, 1505 METROPOLITAN AVENUE, NEW YORK 62, N. Y.

What's New in Fire Equipment?

Fire Pump Bulletin

A free copy of catalog L-154 entitled "For Complete Fire Protection" may be obtained by writing to Economy Pumps, Inc., Division of C. H. Wheeler Manufacturing Company, 19th and Sedgley Ave., Philadelphia 32, Pennsylvania. The bulletin contains specifications for Wheeler-Economy centrifugal fire pumps, including booster and tank filling pumps. A guide for writing fire pump specifications is also included together with diagrams of typical fire pump installations.

Portable Fire Fighter



D. W. Onan & Sons, Incorporated, Minneapolis, Minnesota, is manufacturing a portable multi-purpose unit for fire fighting. The unit, named "Versatile Power," has a 3500-watt AC electric generating plant, weighs about 700 pounds and may be mounted on a rail car, a jeep or other fire apparatus. It has a 55-gallon storage tank, a 13-gallon pressure tank, an impeller type jet pump powered by a 2 hp motor, a 2½-gallon tank for carrying wetting agents, a 12-volt storage battery, and a spotlight. The generator supplies 115/230 volts through four outlet receptacles for operating lighting and power equipment. The unit is 30 x 35 x 40 inches in size and is equipped with carrying handles. Further information and illustrated literature may be obtained from the manufacturer at the above address.

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Foam Charges in Plastic Packages

Foam charges for 2½-gallon extinguishers are now available in moisture proof plastic bags. The "A" and "B" chemicals are enclosed in individual heat-sealed polyethylene plastic bags with instructions for use printed plainly on the front. According to the manufacturer, the bags afford absolute protection from moisture and the chemical will not deteriorate because of climate. The filled plastic packages may be used for supplying any make of 2½-gallon foam fire extinguisher. Full details may be obtained by writing to the National Foam System, Inc., West Chester, Pennsylvania.

Hose for Abrasive Conditions

The Quaker Rubber Corporation, Division of H. K. Porter Company, Inc., Philadelphia, Pennsylvania, is producing a special hose named "Petrochem" which is designed to resist severe oil, chemical, and abrasive conditions. According to the manufacturer materials such as alcohols, bleaching agents, dry cleaning solvents, hydrocarbons, ketones, oils and synthetic detergents have little or no effect on the new product. It is also said to resist weak acids at boiling temperatures and strong acids at room temperature. The hose is constructed of an oil resistant neoprene tube and covered with strong Dacron yarn. It is designed to withstand temperatures as high as 375 degrees F and pressures of 500 pounds. It is available in 1½- and 2½-in. sizes. Write to the manufacturer at the above address for further information.

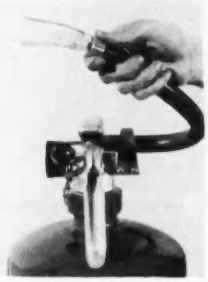
Liners for Winter Protection

The E. D. Bullard Company, 275 Eighth Street, San Francisco, California, has added a new heavy duty winterliner to its products for cold weather head protection called the "Arctic." The liner is close-woven and wool-knit and designed for protecting the head, neck and face with only the eyes uncovered. The front portion can be slipped down over the mouth when not needed to protect the upper portion of the face. The company also manufactures six other types of winterliners, including wool, knitted caps and special liners for helmet hammock assemblies.

Alternator Charging System

A newly designed alternator charging system has been announced by Leece-Neville Company, 5109 Hamilton Avenue, Cleveland 14, Ohio. It consists of an alternator, a rectifier and a special regulator and can be installed in a conventional service vehicle in place of a standard generator. Two cables are attached to the service vehicle's rectifier and may be connected to the discharge battery of a disabled vehicle. With the service car's engine at fast idle, the alternator system produces about 80 amps for charging.

Dry Chemical Extinguisher



This dry chemical fire extinguisher is manufactured by the American-LaFrance-Foamite Corporation, Elmira, New York. It is pressurized to 150 lbs. with air or nitrogen and has a special transparent nozzle molded of corrosion-resistant plastic which fans out a flat discharge pattern. Metered valve passageways are designed to provide uniform discharge. A pressure valve gauge indicates when recharging is necessary. The nozzle fits over a metal holder when not in use.

Temperature Recorder

During studies of fog fire fighting at the Miami Fire College, temperature recordings were made with an electronic device having 14 thermocouples. These were spotted throughout the test building to indicate temperature change when water was applied to a fire. The electronic unit is manufactured by Minneapolis-Honeywell Regulator Company, Industrial Division, 2747 Fourth Avenue South, Minneapolis, Minnesota. Inquiries should be sent to the manufacturer at that address.

FOR SALE

1939 Ford, Darley Combination 500-gallon pumper. Good condition throughout. Ideal for rural work. For further information write:

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Plan to make this and other Rockwood firefighting aids part of your team.

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Many fire fighters would like to have their personal copy of this important publication. It's one of the best reference books available to the fire service. It contains a thorough compilation of information pertaining to fire control, fire protection and fire prevention. It provides excellent study material for fire fighters taking promotional examinations.

There are 1,656 pages in this 5½- x 7½-in. volume, handsomely bound in a red fabrikoid cover. The newly revised 11th edition was published early this year and has received such wide demand that a second printing is necessary.

Price of the Handbook is $10.50 per copy. If you send payment with your order, postage will be paid by NFPA. An order placed now will assure delivery in ample time for gift wrapping. The fire fighter or fire department who receives the "Handbook" as a gift will be using it for practical reference for many years to come.

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